

## **AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraphs [0035], [0038] and [0039] with the following paragraphs rewritten in amendment format:

**[0035]** Calculating the negative coast down region torque request includes normalizing the pedal command based on the pedal ~~break-point~~ breakpoint at 174 (FIG. 5). The normalized pedal command is then multiplied at 176 by a negative value of the real-time coast down torque 74, thereby producing a delta torque from the real-time coast down torque. Then the real-time coast down torque 74 is added to the delta torque, which produces the negative coast down torque request 98 (FIG. 4).

**[0038]** In an alternate embodiment, the surface is formed of an upper torque region 150 for the case of no engine braking and a lower torque region 152 for the case of engine braking as shown in Figure 6B. In this case the pedal ~~break-point~~ breakpoint curve 118 may lie anywhere along the surface formed respective of nominal maximum axle torque curve 114. The bottom end of the surface is formed of a composite creep/coast down torque curve in a plane parallel to the vehicle-speed-axle-torque plane. This composite creep/coast down torque is the torque required to deliver the desired creep and coast-down behavior of the vehicle. This curve changes as a function of the desired level of engine braking. As more engine braking is desired, the curve drops below that for the case of no engine braking as shown in Figure 6B. If the pedal command is above the pedal breakpoint, the surface will be used as is to

calculate the torque request. If the pedal command is below the pedal breakpoint an adjustment may need to be calculated if engine braking is desired.

**[0039]** The process used to calculate the torque request using this alternate surface of Figure 6B is shown in Figure 9A. The normalized axle torque surface 154 is combined with adjusted nominal max torque 94 and the pedal ~~break-point~~ breakpoint 156 as described above.